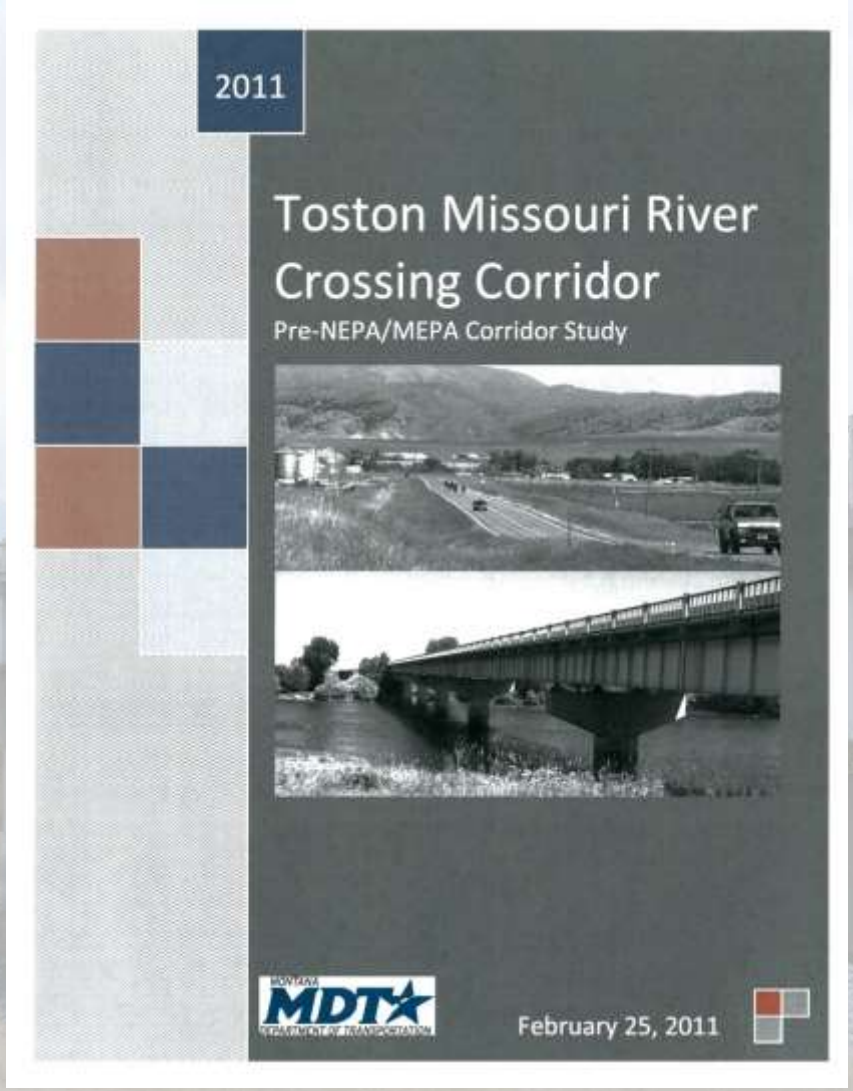
Informational Meeting
Toston Structures

November 21, 2013

Meeting Goals

- Review History
- Present outcome of February 2011 Corridor Study
- Identify process to select a single alignment
- How best to gather input

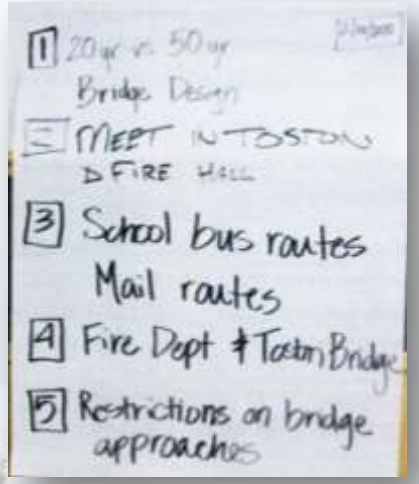


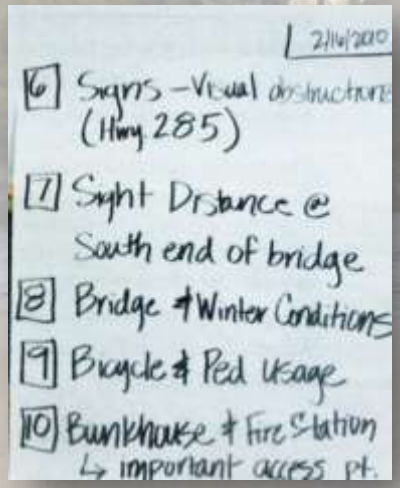
Project Objectives

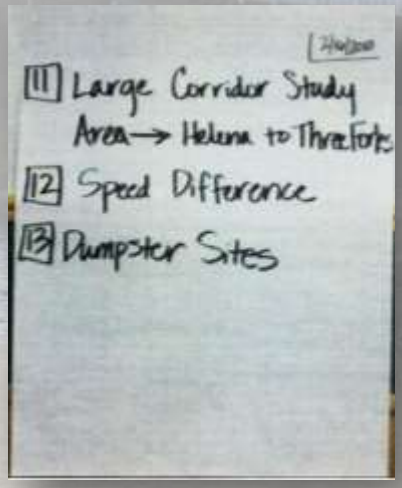
- Improve safety and operations for a diverse range of vehicles
- Accommodate future traffic demands
- Meet current design standards
- Complete improvements between Townsend-South Passing Lanes & Toston-South Projects

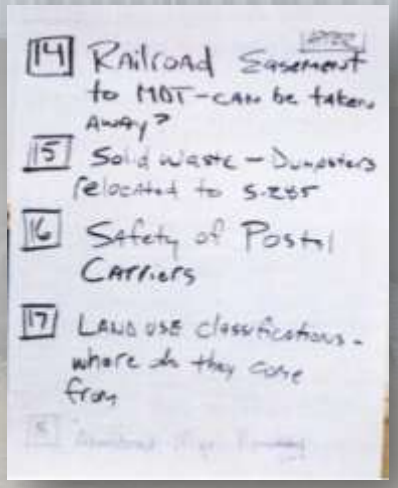
Public Involvement

- 2006 Environmental Assessment
- 2009 Corridor Study Initiated
  - February 2010 Public Meeting
  - October 2010 Public Meeting
  - February 2011 Public Meeting

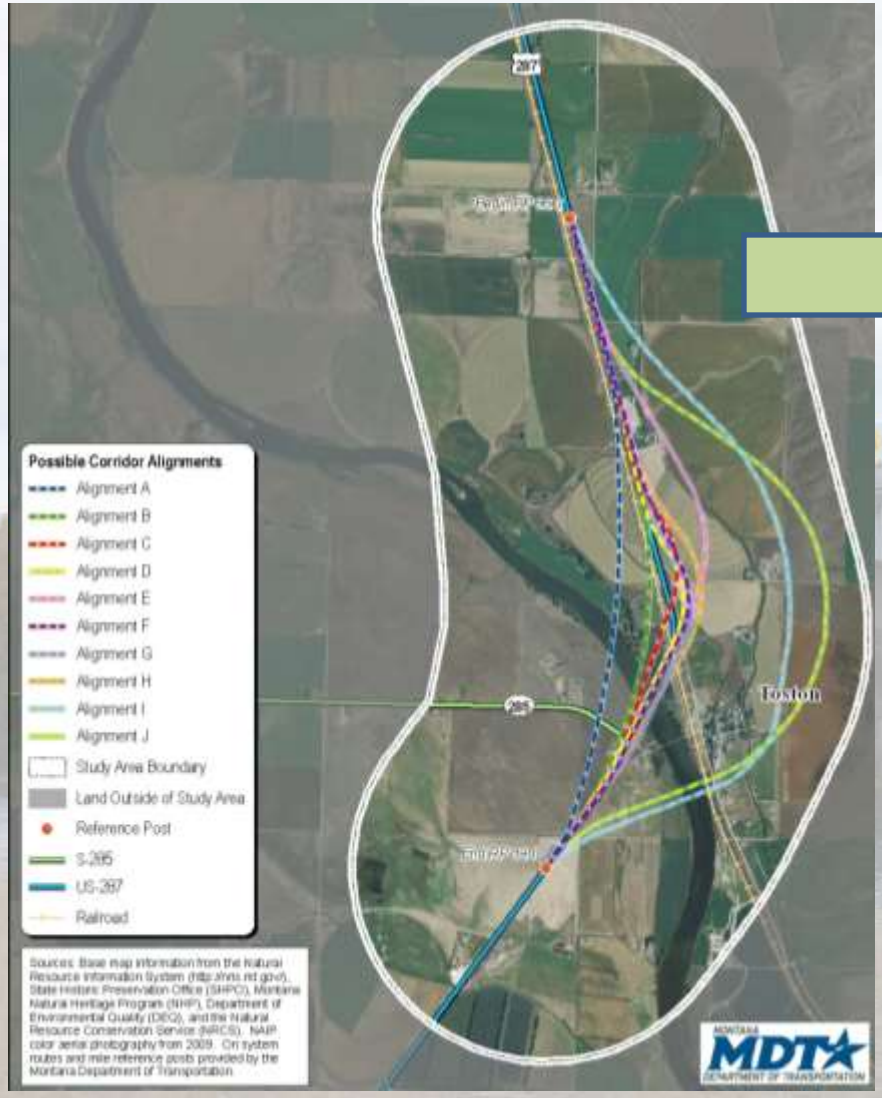


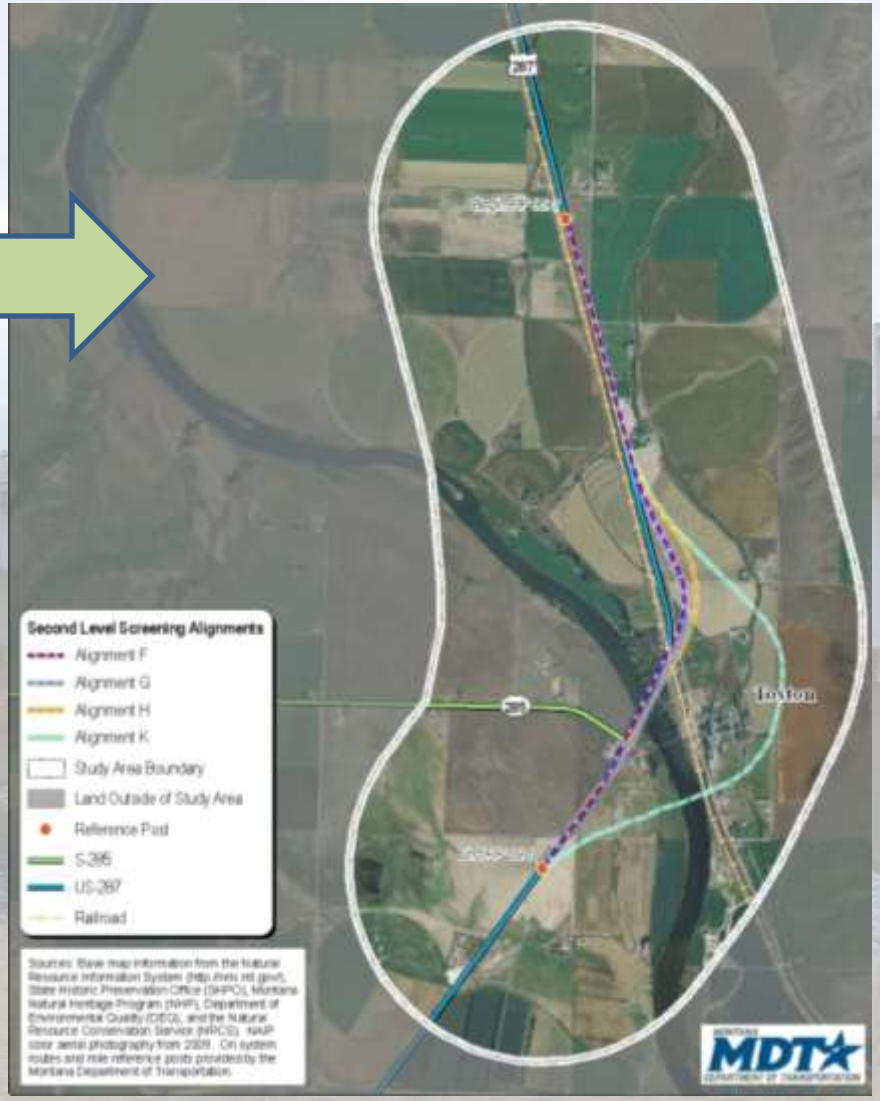






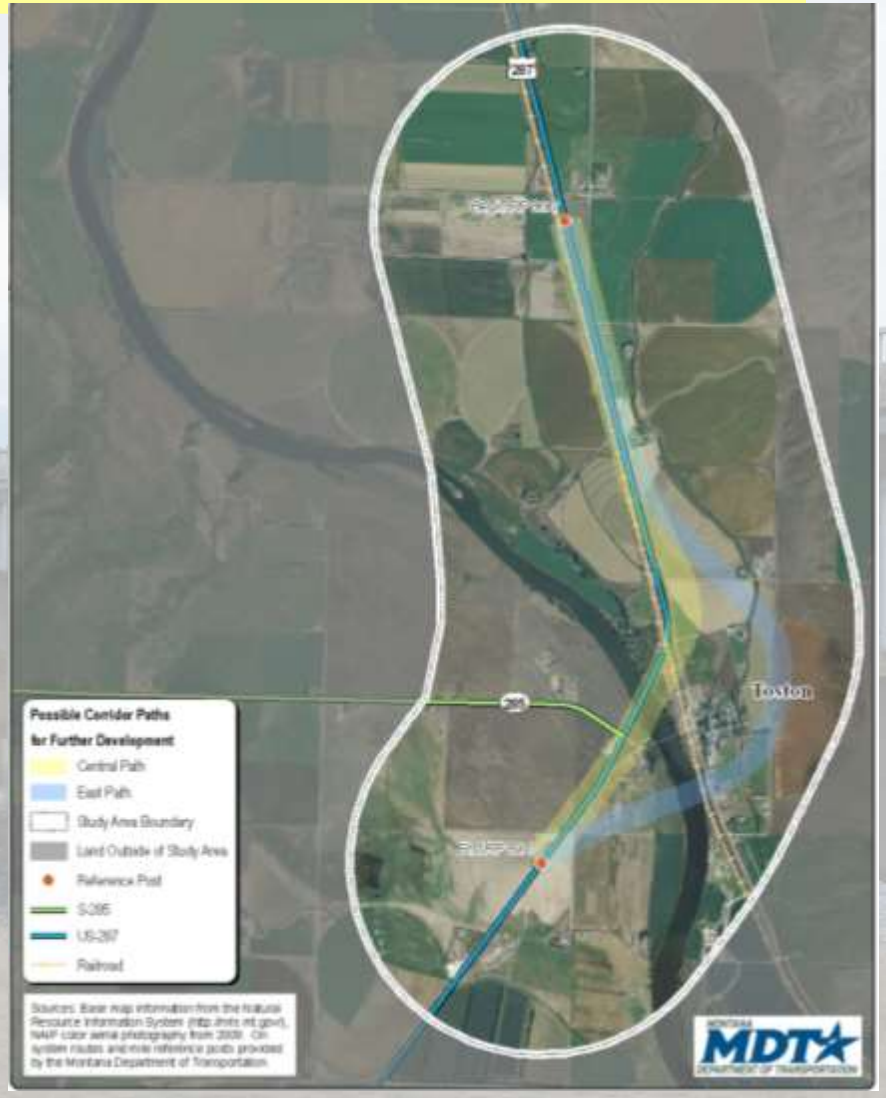
Corridor Screening Results





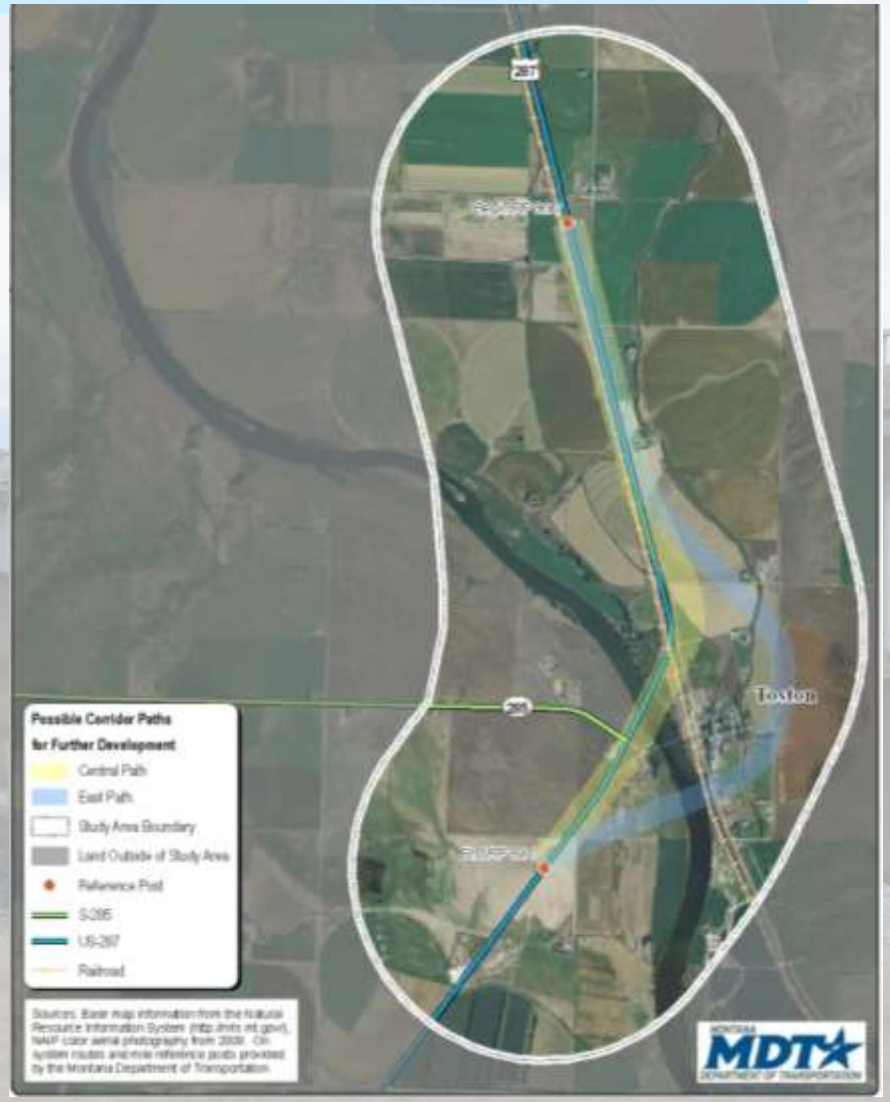
Central Corridor Path

- **Pros:**
  - **Greatest <u>public</u> preference**
  - **Closest to existing travel way, resulting in lowest overall impacts**
  - **Least impact to irrigated farmland**
  - **Improvement over existing conditions**
- **Cons:**
  - **Impacts 4(f) fishing access site**
  - **ROW acquisition will be necessary**



Eastern Corridor Path

- **Pros:**
  - **Improvement over existing conditions**
  - **Lowest environmental resource impacts**
  - **Shortest bridge length**
- **Cons:**
  - **Affects irrigation pivots and cropland**
  - **Public opposition**
  - **ROW acquisition will be necessary**
  - **Increased route length by 0.6 miles (compared to existing)**



Comments Received to-date

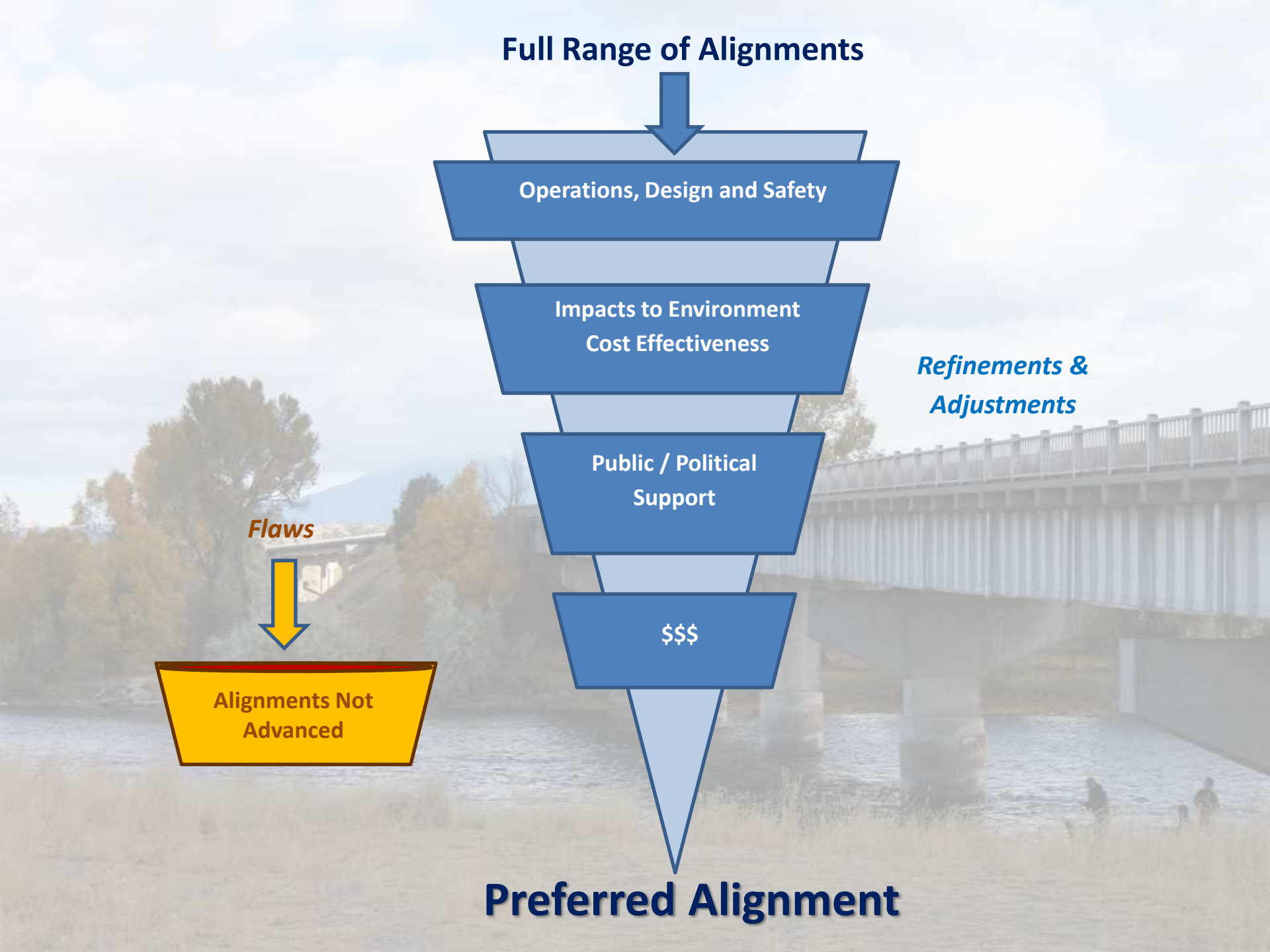
- Overall public support for Central Corridor
- Historic structures and private property impacts on both routes
- Turning lanes and flashing lights
- Pedestrian and bicycle crossing
- School bus stop safety needs
- Fishing access site needs, if impacted
- Whether or not to leave the existing bridge
- Farm equipment crossing needs – wider shoulders
- Sight obstructions

Moving Forward - Phase 1

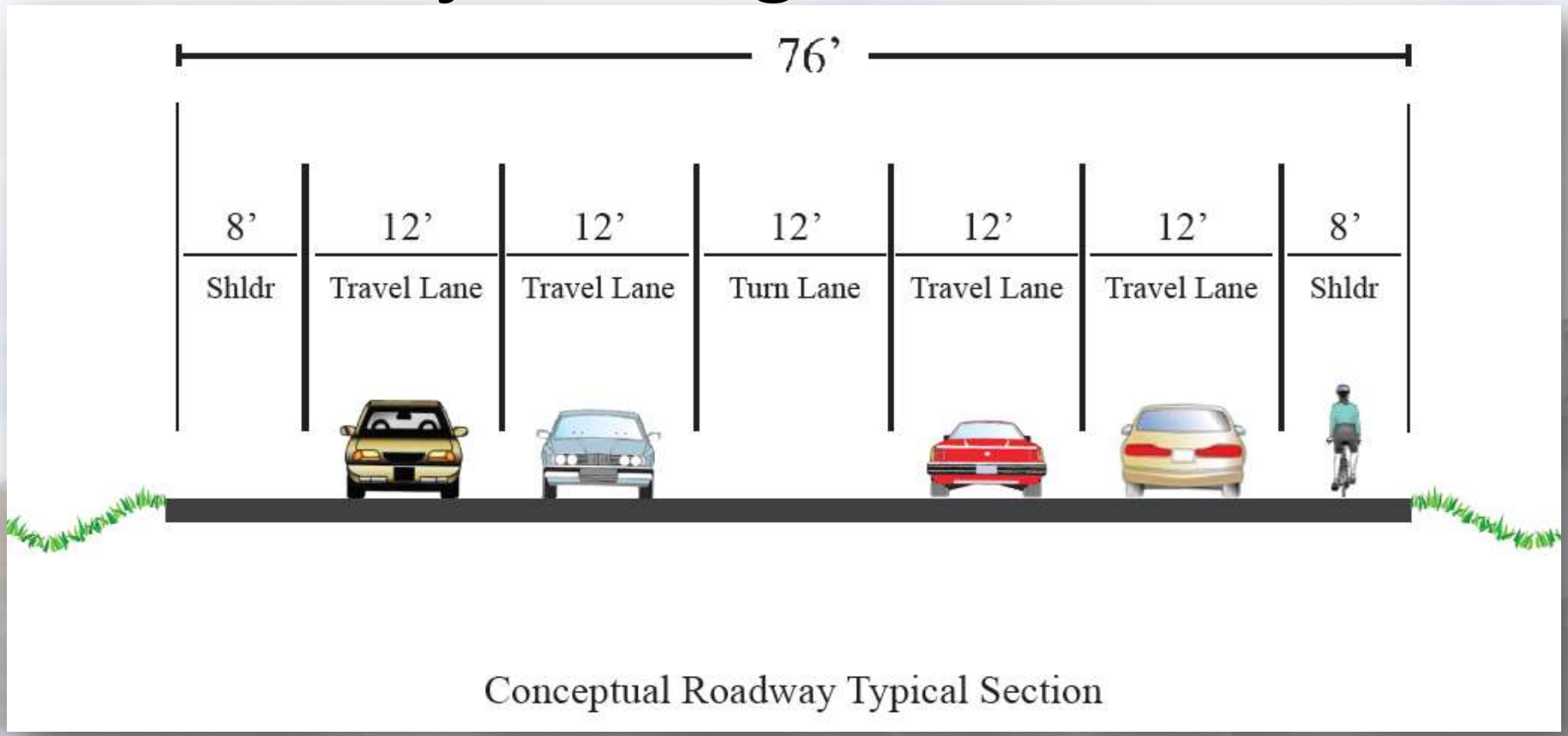
- Topographic & other surveys
- Alternatives Analysis:
  - Hydraulics & Irrigation
  - Traffic
  - Environmental Resources
  - Preliminary Alignments
  - Bridge Evaluation
  - Right-of-way
  - Cost Estimates
- Single Alignment
- Environmental Review

Selection Criteria

- Traffic safety
  - Curves
  - Sight Distance
  - Grades
  - Intersections
  - Trucks
  - Non-motorized users
- Floodplain & irrigation
- Right-of-way impacts
- Bridge(s)
- Railroad considerations
- Environmental impacts
  - Wetlands
  - Cultural resources
  - Fishing Access Site
- Work zone issues
- Cost

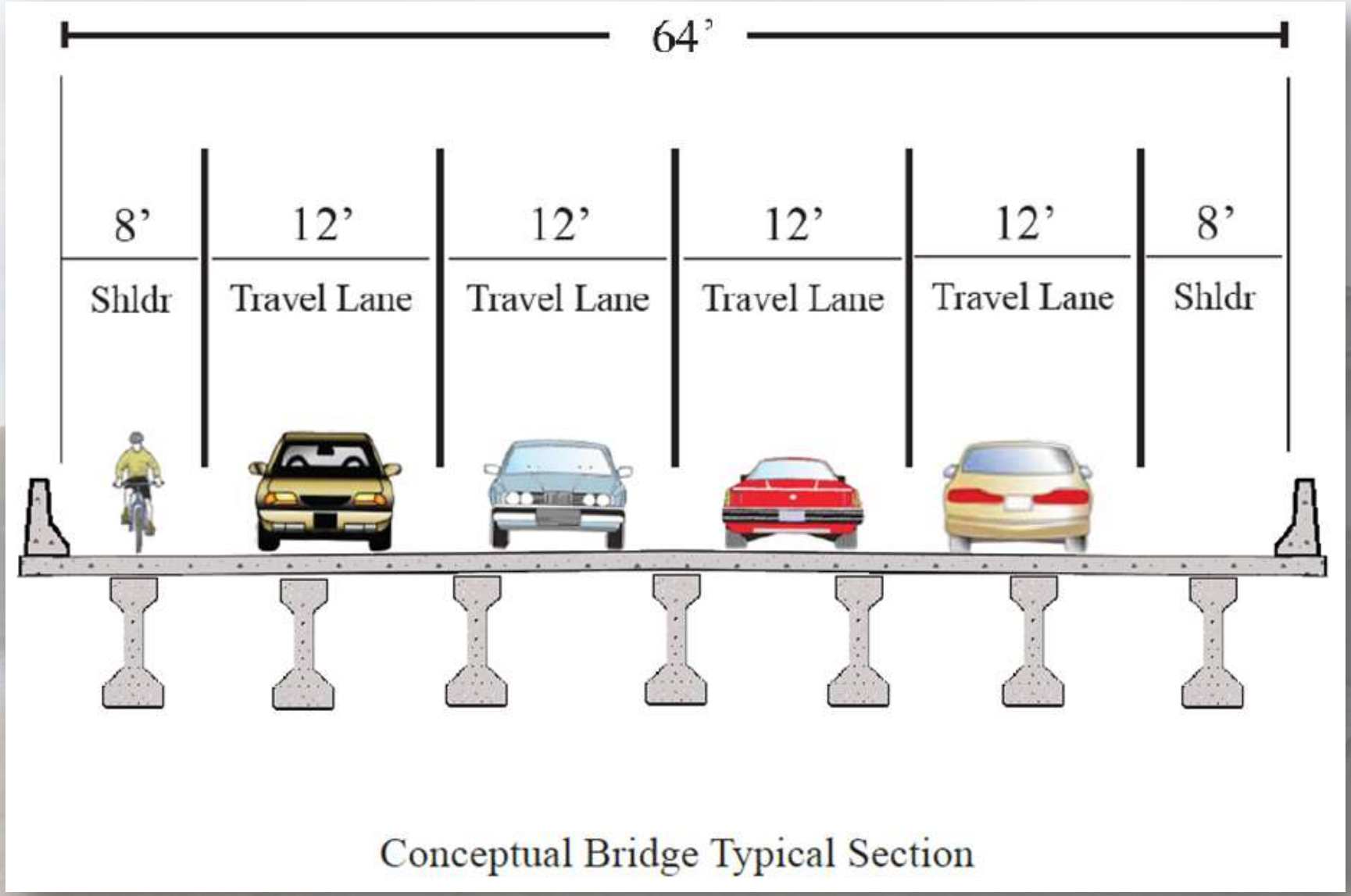

Full Range of Alignments
Operations, Design and Safety
Impacts to Environment
Cost Effectiveness
Public / Political
Support
$$$
Refinements &
Adjustments
Flaws
Alignments Not
Advanced
Preferred Alignment

Major Design Elements



Conceptual Roadway Typical Section

Major Design Elements



Conceptual Bridge Typical Section

Corridor Widths

- Widths of corridors shown at 600’
- Actual right-of-way widths will range from approximately ¼ to ½ as wide, depending on fill height

Phase 1 Schedule

2014

- Survey existing conditions
- Evaluate 2 alignments
- Public meeting #2
- Select 1 alignment

2015

- Public meeting #3
- Begin Detailed Design

Phase 2 Schedule

2016 - 2017

- Finalize Design
- Right-of-way acquisition
- Utility relocations

Phase 3 Schedule

2018

- Begin construction (pending funding)

Public Involvement

- Comment forms
- E-mail
- MDT website: **www.mdt.mt.gov/mdt/comment_form.shtml**
- Future public meetings
- Newsletter?

Questions?

Opinion, comments and concerns may also be submitted in writing at the meeting on forms provided , by mail to:

Moriah Thunstrom, P.E.

MDT Project Consultant Engineer

MDT headquarters

PO Box 201001

Helena, MT 59620

or online at:

www.mdt.mt.gov/mdt/comment_form.shtml

Please indicate comments are for project CN 7668 and submit comments by **December 30, 2013.**

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